

RESULTS OF THE FLORIDA AUTOMOBILE RACE MEET.
Our illustrations show some of the machines that participated in the races run during the last days of January on the Ormond-Daytona beach, located on the east coast of Florida. This beach was described in our Automobile Number a year ago, and the pictures on this page also give a good idea of its great

resulted as follows: First heat, won by H. L. Bowden on his 60-horsepower Mercedes in 51 4-5 seconds. W. G. Brokaw, on his 30-horsepower Renault, was beaten by 300 feet, and James C. Breeze, on his 40-horsepower Mercedes, by 500 feet. Second heat, won by W. K. Vanderbilt, Jr., in 47 3-5 seconds, with Stevens second in 50 1-5 seconds. Final heat, won by Vanderbilt in

heat, came in first in 48 seconds, while Stevens on a duplicate Mercedes came in second in 0:48 4-5, and Brokaw finished in 49 seconds. The second heat was won by La Roche in 0:53 2-5, B. M. Shanley's 40-horsepower Decauville coming in second in 0:57, and William Wallace's 30-horsepower De Dietrich taking third place in 1:23. Bowden's time in the final heat was 0:50 4-5. La Roche was second in 0:54, and Brokaw third in 0:56 3-5.

The great event of the last day, January 30, was the 50-mile championship, which was won by W. K. Vanderbilt, Jr., in 40:49 4-5. H. L. Bowden was second in 42:44 2-5, and J. I. Blair's Panhard was third in 57:08 3-5. Mr. Vanderbilt's intervening times were 10 miles, 7:25; 20 miles, 17:02; 30 miles, 24:11; and 40 miles, 33:52 2-5. His average speed was 73½ miles an hour, including four turns at the end of the ten-mile stretch.

The ten-mile invitation race for gentlemen drivers was also won by Mr. Vanderbilt in 6:50, an average speed of 87.8 miles an hour. S. B. Stevens was second in 7:03 1-5, and H. L. Bowden third in 7:08. James L. Breeze took fourth place in 9:29, and Walter Christie, on his new 30-horsepower car, in which the motor crank shaft forms the front axle and drives the front wheels, came in fifth in 9:35.

The ten-mile championship of America was won by Vanderbilt, with Bowden's Mercedes second, and Shanley's Decauville third. As the timing instruments did not work, no time was taken. The best time for 15 miles was made by H. L. Bowden on his 60-horsepower Mercedes in 10:18. The following table will be found of use for quickly finding speeds in miles-per-hour:



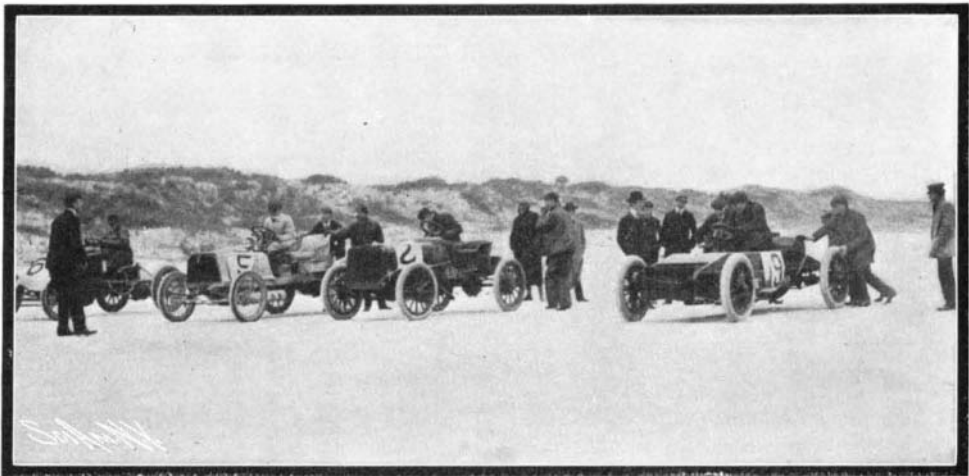
On the Way to the Races.

width. It extends for 30 miles or more along the coast in just such a condition as shown in the photographs, and, although this year the longest distance run in one direction was but ten miles, next year it is hoped to run twenty. The course is ideal in more ways than one. Besides being very broad, it is bordered by the ocean on one side and by sand dunes on the other, so that if anything went wrong with the steering gear of a machine while racing, the car could only make a dash into the ocean or into a soft sand bank, and would probably not injure its driver much in either case. An example of this was had in the overturning of Mr. J. Insley Blair's Panhard machine when rounding the 10-mile post in the 20-mile handicap race. Its driver, W. Ehrlich, tried to make too wide a sweep, and, as the machine struck the soft sand far up on the beach, the car was thrown upon its outside wheels, breaking its axles and falling upside down upon its driver. Despite this fact, Mr. Ehrlich was not very

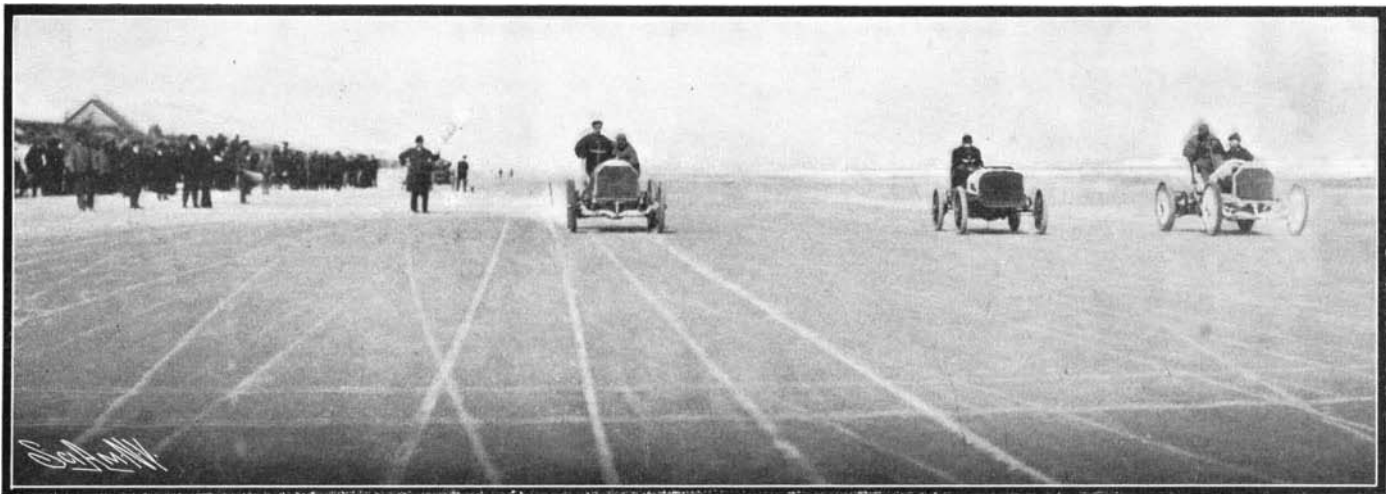
48 seconds, with Bowden second in 51 seconds.

A mile race for machines of the 1:05 class resulted in Bowden's Mercedes taking first place in 52 2-5 seconds, with La Roche's Darracq second in 55 1-5, and Blair's Panhard third in 1:06 3-5.

A mile race for machines of the 56-second class was also won by Bowden who, in the first



Standing Start of the Free-for-All Race.



Vanderbilt's 90-h. p. Mercedes. Shanley's 40-h. p. Decauville. 60-h. p. Mercedes.

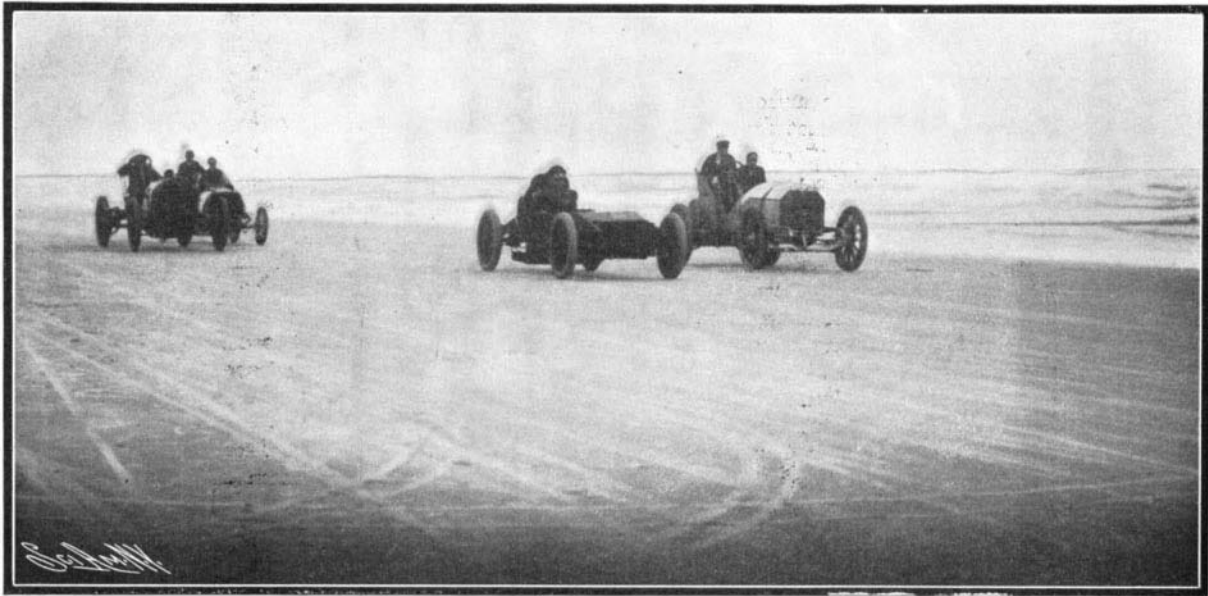
Crossing the Line with a Flying Start.

badly injured. The sand is so hard on the beach when the tide is out that the heaviest machines do not cut in at all, and, on account of its moisture, the tires do not heat perceptibly, even at the very high speeds that were attained.

Most of the records made the first three days of the meet were given in our last issue. The best of these was a mile in 39 seconds made in a speed trial by Mr. W. K. Vanderbilt, Jr.; five miles in 3:31 3-5, also made in the five-mile free-for-all race by Mr. Vanderbilt; and a mile in 43 seconds, made by Barney Oldfield on the Winton Bullet No. 2 in the one-mile championship race. The last-named machine had a serious breakdown the third day, which accounts for its non-appearance in the long-distance races. As it was the only high-powered American car that came anywhere near Mr. Vanderbilt's 90-horsepower Mercedes in speed capability, it is to be regretted that it was unable to follow up its initial victory in the longer contests.

In the five-mile handicap race, which was won by S. B. Stevens on his 60-horsepower Mercedes in 4:00 2-5, Tracy on the 70-horsepower Peerless racer, with a handicap of 5 seconds, came in second in 4:28 1-5, and F. A. La Roche on a 40-horsepower Darracq (35 seconds handicap) finished third in 5:05 1-5.

The one-mile invitation race for gentlemen drivers



One-Mile Championship Race.

Barney Oldfield on the Winton Bullet and W. K. Vanderbilt, Jr., on his 90-horsepower Mercedes seen on the right.

THE FLORIDA AUTOMOBILE RACE MEET.

Time Going 1 Mile in Seconds.	Miles Per Hour.	Time Going 1 Mile in Seconds.	Miles Per Hour.
59	61.02	44	81.82
58	62.07	43	85.72
57	63.14	42	85.71
56	64.29	41	87.80
55	65.45	40	90.00
54	66.66	39	92.31
53	67.92	38	94.74
52	69.23	37	97.30
51	70.59	36	100.00
50	72.00	35	102.86
49	73.47	34	105.88
48	75.00	33	109.09
47	76.59	32	112.50
46	78.26	31	116.13
45	80.00	30	120.00